

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 18th December 2013

| | | | |
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| Application Number | 13/1401/REM | Agenda Item | |
| Date Received | 20 September 2013 | Officer | Sophie Pain |
| Target Date | 20 December 2013 | | |
| Parishes/Wards | Castle | | |
| Site | Primary Road located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire | | |
| Proposal | Reserved matters (access, appearance, landscaping, layout and scale) of 11/1114/OUT (North West Cambridge Scheme) for: (1) The Primary Street surface finishes including seating, bins, bollards, cycle parking, underground bin laybys, surface water drainage swales, hard and soft landscaping. (2) Phase 1 infrastructure including buried services and utilities, drainage pipework and engineered swales, ground slabs and sub-surface works for utility structures, initial Western Edge earthworks, surface water lagoon excavation, two stage channel and engineered road build up on utility corridors. | | |
| Applicant | University of Cambridge | | |
| Recommendation | Approve with conditions | | |
| Application Type | Reserved Matters | Departure: | No |

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|---------------------------|---|--------------------|--------------|
| Application Number | S/2037/13/RM | Agenda Item | |
| Date Received | 20 September 2013 | Officer | Emily Harvey |
| Target Date | 20 December 2013 | | |
| Parishes/Wards | Girton | | |
| Site | Primary Road located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire | | |
| Proposal | Reserved matters (access, appearance, landscaping, layout and scale) of S/1886/11/O (North West Cambridge Scheme) for: (1) The Primary Street surface finishes including seating, bins, bollards, cycle parking, underground bin laybys, surface water drainage swales, hard and soft landscaping. (2) Phase 1 infrastructure including buried services and utilities, drainage pipework and engineered swales, ground slabs and sub-surface works for utility structures, initial Western Edge earthworks, surface water lagoon excavation, two stage channel and engineered road build up on utility corridors. | | |
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0.0 INTRODUCTION

- 0.1 This is a reserved matters application that has been submitted as part of the wider North West Cambridge site. The wider site sits to the northwest of Cambridge, and to the south of Girton Village, between Huntingdon and Maddingley Road. The application site is located across the shared boundary between Cambridge City Council and South Cambridgeshire District Council and is covered by the North West Cambridge Area Action Plan (NWCAAP) 2009, a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council reflecting the fact that the site sits within both administrative boundaries.
- 0.2 The Joint Development Control Committee (JDCC) resolved to grant approval of the outline planning applications (11/1114/OUT and S/1886/11) on 8th August 2012 subject to the completion of the S106 agreement, which was signed on 22nd February 2013. In November 2013 two Section 73 applications (S/2036/13/VC and C/13/1402/S73) were approved, which allowed for a variation in heights within some local centre locations.
- 0.3 The approvals relating to the entire site are for a mixed-use development and comprise of to 3,000 dwellings (of which 1,500 are to be affordable key worker units), 2,000 student bed spaces, 100,000sqm of employment floorspace (of which at least 60,000sqm will be academic employment space), a primary school, open space, recreational facilities, and a local centre which includes retail and community facilities, a hotel, police office, health facilities, senior living accommodation and an energy centre.
- 0.4 The JDCC has since determined a number of strategic conditions, namely; a Site Wide Phasing Plan (condition 5) the Design Code (Condition 7), a Youth and Play Strategy (Condition 9), the Site Wide Drainage Strategy (Condition 26) and Construction Environmental Management Plan (Condition 52). In addition to this a number of other strategic conditions have been approved relating to the whole site.
- 0.5 The applicants are now working up the detail of Phase 1 of the site, of which this application is part. The first phase will be based around the local centre and will provide for a mix of key worker housing, market housing, student accommodation as well as the community facility, the primary school, health facility and local centre uses such as foodstore, café and hotel.
- 0.6 A number of Reserved Matters Applications have been submitted pursuant to the outline permissions; for Earthworks (S/0857/13/RM and 13/0537/REM) approved by the JDCC in July 2013, Lot 5 for 325 post graduate bed spaces (13/1400/REM and S/2044/13/RM) which is being

considered at this meeting, this application, and two further applications that will be determined early next year for the Western Edge (S/2533/13/RM and 13/1740/REM) and 'Lot 1' which includes the foodstore, health facility, retail space, police touchdown space, energy centre and key worker housing.

- 0.7 This proposal has been discussed with officers as part of comprehensive pre-application work for Phase 1 along with presentations to the Cambridgeshire Quality Panel, JDCC and the NW Community Forum.

1.0 SITE DESCRIPTION/ AREA CONTEXT

- 1.1 The site which forms the subject of this reserved matters application comprises of Phase 1 which is located towards the centre of the wider site, close to the boundary between Cambridge City Council and South Cambridgeshire District Council. The application site boundary includes 'tendrils', which extend to the north east, north west and south of the local centre to incorporate all areas of proposed development, which is sought through this application. These are explained in further detail within the next section.
- 1.2 The application site is bounded by Huntingdon Road to the north east, the M11 to the west and Madingley Road to the south. The nearest residential properties are those which are located near to the junctions of the primary street and the existing highway network. To the north east there is Trinity Farm and Drumskeellan, within Girton Parish, while to the south are Rosemary Cottages and Landsdowne Road within Castle Ward to the east of the Madingley Road junction.
- 1.3 The primary street addresses a variety of different contexts as it passes through the site. The approach from Madingley Road seeks to retain the rural feel before passing along the southern edge of the local centre with residential buildings to either side. Along the North West the road passes Veteran Oak Gardens before leaving the site past the primary school and playing fields, with a parkland character and onto Huntingdon Road.
- 1.4 The site is not located within a Conservation Area. Within the application boundary is the Veteran Oak, which is the subject of a Tree Preservation Order and lies to the north of the primary street. There are no works proposed to the Oak or within the 22.5 m radial protection area as part of this application. It merely falls within the application boundary in this instance.

2.0 THE PROPOSAL

- 2.1 This application seeks approval for two particular groups of works. The first relates to the construction of the primary street, including the surface finishes, underground waste bunkers, surface water drainage swales and hard and soft landscaping.

- 2.2 The primary street is the principal vehicular route which flows through the centre of the wider development site, circumnavigating the local centre. This road extends along the eastern boundary of the Madingley Road Park and Ride before forming a 'C' shape to the west and curving to the east so that it exits the site onto Huntingdon Road opposite the Hotel Felix. The street is to be offered for adoption to Cambridgeshire County Council and has been designed in such a way that vehicle speeds are kept low, no more than 20 mph and that there is no priority of user at junctions along the street. Along the length of the street there are segregated cycle and pedestrian routes to either side.
- 2.3 The primary street network forms a link through the site connecting Madingley Road in the south and Huntingdon Road in the north. It also provides the main accesses to all the Lots within Phase 1 of the development, as well as providing for two of the three access approach routes into the development. As such, it is considered as the route with the most strategic importance.
- 2.4 The second group of works are those that seek consent for Phase 1 infrastructure. This includes a variety of works which comprise of;
- **Buried Services and Utilities –**
Installation of all utilities ducts and drainage pipework along the boundaries of plots that abut the streets, in order to enable connection as each Lot obtains reserved matters approval.
 - **Ground Slab for potable water station –**
Installation of a concrete base slab for the non-potable water treatment plant located in the south of the Western Edge. The remainder of the facility will be brought forward as part of the Western Edge reserved matters application.
 - **Western Edge earthworks –**
Proposal to construct the formation of the bunds on the Western Edge using the soil arisings from the construction of the primary street and excavation of utilities installation. The landscaping or 'finishing' of the Western Edge has been applied for through the reserved matters application for the Western Edge.
 - **Surface Water Lagoon Excavation –**
Excavation of the surface water lagoon in the south of the Western Edge of its full depth, and installation of a control structure through the bund formation. This will control the rate of water discharging into the Washpit Brook in accordance with the approved Washpit Brook Flood Reduction Scheme.
 - **Two Stage Channel –**
Modification are proposed to the Washpit Brook in order to create a second stage channel in order to provide additional flood water storage.

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|------------------------------|---|-----------------------|
| | Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks. | |
| 13/0279/FUL | The use of land to provide a temporary access road from Madingley Road into the North West Cambridge site during construction for a period of 10 years, associated works including laying out of the road, creation of a surfaced vehicle turning and inspection area, a pedestrian link for site operatives, a storage area, a security kiosk and barrier and drainage. | Approved |
| 13/0537/REM and S/0857/13/RM | The stripping of topsoil and its temporary storage, stockpiling of materials for the period of construction works, removal of areas of hardstanding, the clearance of vegetation and associated felling of trees, the installation of a temporary security fence and the construction of a temporary access road and temporary car parking area for up to 350 vehicles for a period of 10 years. | Approved |
| 13/1258/FUL | Highway embankment construction; gabion retaining wall construction; drainage and land drain construction; installation of fencing; carriageway and footway reconstruction; installation of buried infrastructure, including traffic signal ducting and associated landscaping. | Approved |
| 13/1402/S73 and S/2036/13/VC | Section 73 application to vary condition 69 (Drawing Numbers) of 11/1114/OUT and S/1886/11. | Approved |
| 13/1400/REM and S/2044/13/RM | Reserved matters (access, appearance, landscaping, layout and scale) of 11/1114/OUT and S/1886/11/O (North West Cambridge Scheme) for: Post Graduate Accommodation comprising 325 student bed spaces, associated porters lodge, cycle parking, hard and soft landscaping, strategic drainage works, associated ancillary structures, part of strategic green corridor and part of strategic cycle and pedestrian route. | Pending Consideration |

4.0 **PUBLICITY**

| | | |
|-----|-------------------------|-----|
| 4.1 | Advertisement: | Yes |
| | Adjoining Owners: | Yes |
| | Site Notices Displayed: | Yes |

5.0 **POLICY**

5.1 **National Planning Policy Framework (2012)**

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making

5.2 **North West Cambridge Area Action Plan (2009)**

NW2: Development Principles

NW11: Sustainable Travel

NW13: Vehicular Access

NW14: Madingley Road to Huntingdon Road Link

NW16: Public Transport Provision

NW17: Cycling Provision

NW18: Walking Provision

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

6.1 **External Consultations**

Environment Agency

29th October 2013

This application builds upon the proposals that were agreed as part of the outline permissions. Therefore, if the two stage channel has evolved from the outline stage, then a revised model should be submitted and reviewed by the Agency.

Other comments related to good practice regarding foul water, surface water drainage and pollution controls.

Cambridgeshire County Council (Highways)

3rd December 2013

The amendments have addressed a substantial number of the comments made previously. There are some final matters that remain such as ensuring that the tree pit details are correctly constructed to support the road can be achieved through an appropriate condition.

14th October 2013

Detailed points regarding the use of hard paving materials on a road that will be offered for adoption by Cambridgeshire County Council as well as dimensions of the carriageway at certain points.

Cambridgeshire County Council (Growth and Economy)

No objection to the proposal and consider that the City ecologists will comment on the application as appropriate.

Cambridgeshire County Council (Flood and Water Team)

Prior written consent will be required from the Flood and Water Team before the commencement of any works which affect the flow of ordinary watercourses throughout the site in accordance with the Land Drainage Act.

Cambridgeshire Constabulary (Architectural Liaison Officer)

From a crime reduction and community safety perspective, there is no objection to this application.

Natural England

The proposal does not have any direct or indirect impacts on the Traveller's Rest Pit SSSI and as a result there are no substantive comments to make on this application.

Quality Panel

The Quality Panel viewed the application twice at the pre-application stage on 30 July 2013 and 10th September 2013. Both sets of their comments are set out in full within Appendix A and a response is provided to their comments at paragraph 8.29 of this report.

6.2 Internal Consultations

Urban Design and Conservation

29th November 2013

The Urban Design Team supports the revised material for the raised tables and ramps as detailed on the amended drawings and DAS. However, the final tone of the block work will be crucial to ensure that there is a strong enough contrast between the carriageway and raised tables. Recommendation that a condition is attached which requires sample panels of the block work to ensure this contrast is achieved and that the streetscape represents the character and quality illustrated within the CGI's.

18th October 2013

The proposed design for the Primary Street has the potential to create a new high quality street, that contains elements that will help to promote lower speeds, so that a balance between people, place and traffic can be achieved. As a result, it is considered that the design of the Primary Street is compliant with the approved design code, and the application is supported in urban design terms.

Head of Streets and Open Spaces (Landscape)

25th November 2013

The amendments to the application are supported providing that conditions relating to details of railings, walls and bridges; hard material samples and the earthworks relating to the Western Edge.

23rd October 2013

The proposals are supported in principle, although additional information relating to tree species, wider soft landscaping proposals and coordination with the Western Edge have been sought prior to the determination of the application.

Head of Streets and Open Spaces (Nature Conservation Officer)

29th November 2013

The amendments have satisfactorily resolved comments made on 23rd October.

23rd October 2013

The proposals are supported in principle, although clarification is sought regarding the position of the newt tunnel and its location within the Ridge and Furrow field.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

29th November 2013

The proposals for the primary street are fully supported although conditions have been suggested that require specific details relating to culvert, dam and headwall details. The principle concern is the lack of detail relating to the earthworks for the Western Edge, although the required information has been stated and this can be required through a prior to commencement condition.

22nd October 2013

Generally the clarifications sought can be addressed by condition, although there is one point that needs to be addressed prior to the determination of the application. This relates to the phasing of the proposed works, particularly the location of soil arisings from the Primary Road and underground infrastructure to the Western Edge. If these are not undertaken early enough this could increase the risk of flooding downstream.

Head of Streets and Open Spaces (Cycling and Walking Officer)

There are some minor clarifications that need to be addressed, but the proposed development is generally supported and addresses the principles set out within the approved Design Code.

Head of Environmental Services

No objection is raised to this application. Condition 52 of the outline permission relating to a Construction Management Statement will apply to this development and as such the site specific environmental health matters will be addressed through the imposition of this condition.

Waste and Refuse

Request for confirmation that the lay-bys are large enough for the refuse vehicle to access it and that the proposed surfacing around the hoppers will be appropriate.

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

7.1 Girton Parish Council

The application was discussed at the Parish Council meeting on 28th October 2013. Subsequently officers have responded to a question that was noted in the minutes which related to the use of zebra crossings.

7.2 Neighbour Representations

The owners/occupiers of the following addresses have made representations:

- 6 All Souls Lane (on behalf of Nineteen Acre Field RA) who have no comment to make on the application.
- 40 Dodford Lane, Girton
- 42 Dodford Lane, Girton

Whose objections can be summarised as:

- The drainage strategy (for this application) states that surface drainage works will be completed prior to occupation of the buildings in this plot, the drainage infrastructure implementation is likely to be phased through the construction implementation.
- The implication of this is that there will be increased flood risk for properties downstream until construction as finished and the proposal is occupied.
- The report, in one instance, says that flooding is accommodated for in a 1 in 100 year event including 30% climate change, when it should be 1 in 100 year event plus 30% climate change, which is stated elsewhere in the report. This should be clarified.

Following the submission of amended strategies, the surface water strategy was shared with those who made previous representations. In response to this one owner/occupier of the following address, made further representations;

- 40 Dodford Lane, Girton

The representation can be summarised as follows;

- Concern regarding the validity of the modelling of water flows in the Washpit Brook in different documents.
- Concern that the drainage documents do not refer to the potential impact of the future re-modelling of the A14 may have upon the existing culverts that exists on the NW Cambridge site.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Principle of Development
2. Compliance with Parameter Plans and Design Code
3. Primary Street Design and Layout
4. Transport Impacts
5. Landscaping
6. Ecology
7. Street Drainage
8. Phase 1 Infrastructure
9. Noise and Contamination
10. Amenity of Future Residents
11. Car and Cycle Parking
12. Waste
13. Conclusion
14. Recommendation

8.2 The application is split into two separate elements. The first are matters relating to the primary street design and surface finish, including soft landscaping, incorporation of swales and bin and car parking laybys. The second are proposals relating to the underground infrastructure, which

includes the laying of utilities and pipework throughout phase 1 into each of the Lots, the formation of the surface water lagoon, two stage channel and formation of the bunds within the area of the site known as the Western Edge. For this reason, the assessment will use headings to clearly indicate which element of the proposal is being assessed.

Principle of Development

- 8.3 The application is a reserved matters application (detailing appearance, landscaping, layout and scale) pursuant to the approved outline approvals C/11/1114/OUT and S/1886/11/O. This application must therefore be read in the context of the outline approvals, the relevant policy framework which is the North West Cambridge Area Action Plan (NWCAAP) and strategic documents that have subsequently been approved through the discharge of conditions.
- 8.4 Within the NWCAAP, policy NW14 establishes the principle of a vehicular connection between Madingley Road and Huntingdon Road. The requirements are that these streets are designed to passively encourage low speed, and that the network of streets on the site gives priority to cycling and walking. As such, the proposed development adheres to the commitment to provide a connection through the site and for this reason is in accordance with the NWCAAP.

Compliance with Parameter Plans and Design Code

- 8.5 The parameter plans and associated statements, which were approved as part of the outline application, fix the key principles for the development. As detailed below, the proposals and proposed layout accords with the parameter plans.
- 8.6 PP 1 – Zones: The proposals accord with the parameter plan in that the proposed development is located within Zone B which is the developable area that includes the pedestrian, cycle and vehicle routes.

PP 2 – Access: As set out in this parameter plan the proposals conform to the area zone within which the primary street may be constructed upon. The pedestrian and cycle routes are located in accordance with the parameter plan and link the proposed development to the surrounding area by means of the access points on both Huntingdon and Madingley Road.

PP 3 – Open Land Landscape Areas: The earthworks proposed within Primary Open Land 1, 2, 3 and 5 are consistent with the parameter plans and that the finished surface and use will be determined by subsequent reserved matters applications.

PP 7 – Topography: The finished ground contours are in compliance with the parameter plan and are no more than +/- 2.5 m.

- 8.7 The design of the primary streets has been formulated through much discussion with stakeholders. Cycling officers secured segregated cycleways on the primary roads to promote cycling through the development as part of the outline planning consent and segregated cycleways have been located away from the main vehicular carriageway, between the landscaped areas and the footway (some cyclists may still choose to use the main carriageway). The benefit of this was not just to move cyclists away from the traffic ensuring less confident cyclists would be able to use them, but it also had the effect of bringing the street trees and landscaping closer to the carriageway visually narrowing the road which would influence drivers to reduce traffic speed consistent with NWCAAP policy.
- 8.8 The primary street design as set out within the design code requires multiple functions within the the Primary Street; providing for the underground bin system, segregated cycleways, drainage swales, and a non-adoptable strip to include the pipe for decentralised energy. The surface level design also has to fulfil the objective of being designed to encourage low speeds (20mph maximum). In order to do this a narrow road form is proposed (6.1m width) with no centre line, and provides regular 'events' in the road designed to breakdown the linear nature of the carriageway and to ensure that drivers will not pick up speed.
- 8.9 In conclusion, the proposed development is in accordance with policies contained within the NWCAAP, Parameter Plans and Design Code and successfully fulfils the principles which were envisaged within the original planning policy for this site. The principle of the Primary Street in this position was approved through the outline permission and cannot be revisited through the determination of this application. For this reason, this application seeks permission for the final finishes of the primary street.

Primary Street Design and Layout

- 8.10 The primary street junctions are located in prominent positions on Huntingdon and Madingley Road and for this reason are important within the wider street scape of these two arterial roads. The primary street itself has an important role within the development site and its setting between buildings needs to be carefully considered.
- 8.11 In terms of the design of the proposed primary street the key principles established through the Design Code are to achieve lower vehicle speeds and create a safer environment for pedestrians and these are inherent to the proposed design, which has been brought forward through the submission of this application.
- 8.12 These key principles that are referred to in this report are in summary;
- Narrow carriageway widths of 6.1 m;
 - A series of events along the street, by way of raised tables at regular intervals and informal 3 m wide pedestrian crossings to reinforce the pedestrian presence and priority.

- A series of secondary events through a change in surface of the carriageway. In conjunction with the raised tables, this will mean that there will be an 'event' at approximately 40 m intervals.
- The visual carriageway width is reduced through the presence of street parking along with the location of street trees closer to the carriageway.

Approach Roads

- 8.13 Within the Design and Access Statement, the experience of the primary street has been communicated through the use of a series of illustrations, helping to identify the character and context of this important route.
- 8.14 There are different characters to each of the approach roads. Madingley Road will maintain its rural character and will be lined with hedgerows and native trees, while Huntingdon Road will have a parkland character with views towards the south east over the playing fields and primary school.
- 8.15 The design of the street in this location is a carriageway of 6.1 m and an off road segregated path to either side for pedestrians and cyclists. These paths are designed for one way use, hence their location to either side. They provide a 2 m cycle way and 2 m wide footbath, in accordance with the approved widths in the Design Code.
- 8.16 As referred to earlier, the segregated cycleways have been included along the length of the primary street and these routes have been located away from the main carriageway as an alternative to on-road cycling, providing a safe route through the development, promoting sustainable means of travel.
- 8.17 In order to reduce vehicle speeds, landscaped islands have been included on these approach roads to provide a deflection in the road and remove the linear quality of the road, which may otherwise lead to increased speeds. These islands will be planted with an understory mix and trees, to soften their appearance. Furthermore, it also has the benefit of signaling a change in the context for drivers thereby informing them of how to act in this development and reinforcing the mindset for their speed to be kept low.

'Events' in the Street

- 8.18 An important principle of maintaining low vehicle speeds along the length of this street is to design in 'events'. At the stage of approving the Design Code, discussion focused around the form of these 'events'. Examples of these could be a visual change in material for a courtesy crossing (designed to be generous to pedestrians) or a tight gateway through the use of landscaping. Elements such as channel blocks to (visually) narrow the road further, tight corner radii and on street parking all contribute to delivering reduced vehicle speeds. This approach is fully supported within Manual for Streets 1 and 2 (MfS1 &2), and has the support of the Highway Authority. Furthermore, the design has been brought forward in

accordance with the principles and details contained within the Design Code.

- 8.19 The design includes, raised tables which are located where the primary street meets with either a secondary street, tertiary street or Green Corridor, thereby creating a junction. These will be at grade with the side road or Green Corridor and completed in blockwork that will be of a colour to visually contrast with the carriageway that will be finished in asphalt.
- 8.20 The purposes of these 'events' are to achieve a visual break in the carriageway and to reduce the linear quality of the road, thereby promoting slower speeds. Incorporated into these raised tables are 3 m wide pedestrian crossings, which use the same blockwork as the pedestrian footway and this will assist in reinforcing to drivers to expect pedestrian and cyclists crossing in these locations.
- 8.21 The design of the street also incorporates secondary 'events' which are a wide change in surface and colour that will help to divide the linearity of the longer stretches of 'road' between the raised tables at junctions. This means that in conjunction with the raised tables, an 'event' within the highway will occur almost every 40m in accordance with the criteria set out in the design code.

Design of the Ridgeway Crossing at Veteran Oak Gardens

- 8.22 There are some locations where the raised tables contribute to placemaking such as adjacent to the Veteran Oak Gardens at the important North West corner of Lot 5, and adjacent to green corridor 1 south of Lot 5. Here the raised table covers an expansive area of the primary street in a location where the Ridgeway crosses and the public open spaces of the gardens. At this key interchange there are two movement corridors, north-south and east-west by different modes of transport and for this reason the slower speeds are required as well as the removal of priority at this interchange.
- 8.23 The design of this element of the primary street also contains a deflection because of the presence of the root system belonging to the Veteran Oak. As part of pre application discussions a 'Boundary Tree' Management Plan has been submitted and agreed by both authorities. This plan stipulates a root protection area whose radius is no less than 22.5 m around the tree. The location of the primary street sits outside of this protected area and is the reason why there is a deflection in the street has been necessary in this location. It also has the additional benefit, like the approach roads of reducing the linear quality of the road and promoting slower speeds.

Use of Hard Materials

- 8.24 The proposed palette of materials is considered to be appropriate to the context of the site and has the potential to deliver a unified and high quality street scene.

- 8.25 With regard to the raised tables, the principle of using a block paviour is acceptable, although a condition (1) is recommended to ensure that the colour of these provides a strong visual contrast with the black of the carriageway asphalt thereby creating visual breaks along the length of the road. Officers are seeking a finished appearance as illustrated in the CGI's contained within the Design and Access Statement.
- 8.26 This road will also be offered for adoption to the County Council and for this reason, significant discussions have been on-going with officers at the County Council to ensure that the materials used for the surface of the primary street, both vehicular and footway can be maintained by them in perpetuity. By proposing these materials, both officers and the applicant can be reassured that should works need to be undertaken by utilities companies for example, that the replacement surfacing will be a like for like replacement. This is to ensure that the high quality is maintained in the long term on this development.

Quality Panel

- 8.27 The Cambridgeshire Quality Panel reviewed the proposal twice, once on 30th July 2013 and once on 10th September 2013. The Panel were supportive of the scheme but did express some areas of concern in their minutes from 30th July meeting. These were considered by the applicant and resulted in adjustments, which were presented to the Panel on 10th September. The Panel were pleased to note that the issues and recommendation previously provided had been addressed. Both sets of Panel minutes are attached in full to Appendix C. The points below relate to the most recent set of comments by the Panel, each of these are addressed in turn below.

Issue

- (i) The Panel noted that the scheme used a number of different materials and questioned whether this could be simplified. There could be long-term maintenance issues in terms of matching the quality of the original material after maintenance work has been carried out, particularly considering the range of materials that are proposed. This could have an impact on the look of the public realm.

Response

Following amendments to the application during the course of the determination process, the palette of materials has been simplified with the use of the reconstituted stone block paving featuring along the footpaths and informal crossings. The manufactures of the stone paviour have confirmed that this will form a standardised product and for this reason, will be available for the County Council to obtain in the event that replacements are needed either through damage or following maintenance work. The agreement of materials has been a collaborative process with the County Council to ensure that long term maintenance of the proposed materials can be guaranteed in the future.

Issue

- (ii) The Panel questioned the rationale of having cycleways on both sides of the road and whether this resulted in the street sections being particularly wide.

Response

This has been addressed through the assessment of the applications compliance with the parameter plans and design code as approved under the discharge of condition 5 of the outline permissions. Both the County Council and cycling officers (who liaise with local cycle organisations) support the approach proposed.

Issue

- (iii) The Panel noted that the design of the scheme is now much clearer. However, they questioned whether the low design speed could be achieved particularly in the early stages, when the character would be one of a road rather than a street. This would encourage the use of higher speeds and potentially set behaviours which would then be difficult to change. The Panel also discussed the difficulties of designing the street layouts ahead of the designs of the adjacent buildings.

Response

The street has been designed so that from the outset the 'events in the street are in situ. As outlined within the design sections, these events provide clear visual breaks in the carriageway and reduce its linear form. These events are located approximately every 40 m and therefore it will be difficult for motorists to gain fast enough speeds in-between the events. For this reason, officers are confident that even in the early stages, slow speeds will be obtained and that positive behaviours will be established from the outset.

With regard to the layouts of the buildings, through pre-application discussions approximately 60% of the Lots along the Primary Street are in discussion and therefore officers are confident that the 'events' in the street are in the correct locations. The design code, along with the illustrative masterplan gives confidence that future development will not be prejudiced.

Issue

- (iv) The Panel queried the planting regime on the vacant plots and whether there is an opportunity for using these productively before they are developed. The Panel considered the interim treatment of the primary street and whether the western edge of the street could be sheltered through planting.

Response

This query will be discussed further with the applicants. There is the possibility to introduce temporary landscaping on vacant plots in order to improve the visual appearance of the street.

- 8.28 In conclusion, the final finishes and design layout of the primary street provides an attractive route through the development site given its strategic importance and successfully delivers the correct level of formality with appropriate proportions for all modes of transport. The design has been delivered in accordance with policies contained in the NWCAAP, approved parameters and the approved Design Code and achieves those objectives as set out in paragraph 8.12 of the report. For these reasons, officers are supportive of the proposed development and consider that it accords with policies NW2 and NW14 of the NWCAAP.

Transport Impacts

- 8.29 This reserved matters application seeks to deliver the circuitous vehicular connection between Madingley Road and Huntingdon Road and brings forward a street that accords with the junction details that were approved through the outline permissions, which in turn were informed by the Transport Assessment that accompanied the Environmental Statement.
- 8.30 The primary street is being delivered as part of the phase 1 development and has been designed to cater for the anticipated traffic, pedestrian and cycle movements that will be generated from the completed development, which is anticipated to be 2026.
- 8.31 Along the primary street network, there are five key junctions, whose design has been produced in accordance with the design code and The Design Manual for Roads and Bridges. The Highway Authority have reviewed this information and found it to be satisfactory.
- 8.32 One of the key junctions within the development is that between the primary street to the north west of Lot 5 and the radial arm of the street, which travels towards Huntingdon Road (West).
- 8.33 This junction has been designed for the point in time when the radial arm will be brought forward in accordance with condition 45 of the outline permissions. This condition requires the Huntingdon Road junction (West) to be opened for vehicular access prior to the occupation of the first academic or commercial building. Referring to the Phasing Plan, which has been approved by the Committee earlier this year, these works would fall into Phase 5, whose indicative timing is approximately 2018-2019.
- 8.34 The submitted transport assessment refers to the commitment to monitor the traffic flows along the primary street and that should the need for signalisation arise in the future, this is being future proofed now with ducting being installed at the outset. The design of the primary street has been carefully considered and there is confidence that such signalisation should not be needed, however there is the comfort that a long term vision has been adopted and that the space and technology can be accommodated if required.

- 8.35 For these reasons, the proposed development is considered to be compliant with the NWCAAP (2009) policies NW13 and NW14.

Public Transport Provision

- 8.36 As part of the approved permission, a number of transport conditions were imposed including one (39) which related to the submission and approval of a bus stop strategy. A strategy has been submitted to both of the local authorities to address this condition and this strategy is presently under consideration by officers and will be determined separately.
- 8.37 The strategy includes, two pairs of bus stops that are provided for on the primary street, one each on the approach roads from Madingley and Huntingdon Roads, which is in accordance with the Bus Stop Strategy. There are a further 3 pairs of bus stops located elsewhere on the site, one within the local centre itself and two along the arm of the primary street that extends out to the Huntingdon Road West junction in the later phases.

Pedestrian and Cycling Routes

- 8.38 As required by policy within NWCAAP, the development should provide safe and convenient pedestrian and cycle routes to encourage sustainable means of travel. This has been achieved along the length of the primary street with segregated pathways to either side.
- 8.39 On the shared cycle and footway there is a slight up-stand between uses that provides delineation between the uses in conjunction with the use of a different surface material. The design of this proposal has been undertaken in such a way that the behaviour of users should be counter intuitive and that it is clear how to use the spaces.
- 8.40 There have been some comments raised, that during peak hours, the primary street will be difficult to cross using the uncontrolled 'courtesy crossings' and that as a minimum the crossings should be designed to allow for signals or a zebra crossing to be installed in the future should there be demand.
- 8.41 In response to this, the design of the primary street does incorporate the ducting so that signals could be retrospectively fitted if needed at key junctions, for example where the two arms of the primary street meet to the north west of Lot 5. In saying this, the environment of the primary street has been designed to achieve low vehicle speeds, where no one mode of transport has priority over the other, in order to ensure that pedestrians and cyclists will have confidence to cross the street in the knowledge that other road users will stop. The height and surface treatment of the raised tables and courtesy crossings indicate to drivers that they are within a space where courtesy to other users needs to be exercised. Officers, including the Highway Authority have every confidence that this model for the primary street is safe and will be effective for all users, but that if needed, signalisation can be incorporated in the future without any detriment to the development.

- 8.42 The Walking and Cycling Officer has noted that there are a small number of instances where cyclists turning right out of a junction, may have to continue on road for a little distance, before being able to join the off road cycle path. This occurs in a single location where Green Corridor 1 joins the primary street. In this location there are clearly legible alternative routes to key destinations are available and in the view of officers this single instance across the site is not considered to be detrimental to the strategic cycling routes across the site.
- 8.43 Tactile (blister) paving has been incorporated where the raised tables are flush with the adjacent kerb in order to identify where the kerb would have been, providing navigational guidance for some disabled users. Other wayfinding methods are also incorporated into the proposed development such as the upstand along the centre of the shared path, minimising unnecessary paving which could lead to confusion for vulnerable users. Through the safety audit and adoption process by the County Council, a view will be taken about other instances where other types of tactile paving may be required.
- 8.44 It is considered that the proposed development is in accordance with NWCAAP (2009) policies NW17 and NW18.

Highway Safety

- 8.45 The Highway Authority have reviewed the proposed development and through the submission of amendments, most concerns and points of clarification have been addressed. There remain some outstanding items that can be agreed through the imposition of an appropriate condition(s). These are that the revised tree pits details for those adjacent to the highway need to provide support, otherwise the structure of the highway may sink (condition 8). The other matter is that the bond between small setts that are proposed around the hoppers of the underground bins need to be considered in more detail (condition 2).
- 8.46 The final proposals are still to be tested through the safety audit and adoption process by the County Council. However, in order to ensure that this process is as efficient as possible, extensive dialogue has taken place with officers at the County Council to ensure that their requirements have been picked up at this early stage.

Landscaping

- 8.47 The visual quality of this route through the wider site is important and a tree planting scheme has been proposed which reinforces this. The scheme seeks to reinforce the different characters of the street, from the rural appearance on the approach from Madingley Road, through the more developed and formal sections of the road around the local centre, to the parkland character that leads out to the Huntingdon Road junction. This was a matter that the Quality Panel interrogated and were supportive of in their latest comments.

- 8.48 The landscaping proposals comprise the inclusion of native woodlands and hedgerows along the approach roads, with key views marked by larger trees such as an Oak or Walnut tree, which are considered appropriate. Along the primary street as its skirts around the perimeter of the local centre, the proposal is for Italian Alder trees to sit within the swales and on the opposite side of the street, Lime trees.
- 8.49 The positioning of the trees has been carefully considered during the evolution of the Design Code. The requirement for segregated cycleways had the benefit of bringing the trees closer to the carriageway, visually narrowing the road and reducing speeds, consistent with NWCAPP policy. Furthermore, as the design has developed and the location for utilities has been fixed, co-ordination plans have been submitted, which demonstrate that the tree pits and utilities runs do not conflict, thereby ensuring that the health of these trees will be successful in the long term.
- 8.50 As the street is being offered for adoption, there has been considerable discussion across the joint authorities to ensure that the selection of tree species is acceptable and are adoptable by the County Council. A Landscape Maintenance and Management Plan has been submitted which identifies how to manage and maintain the tree species to enable the landscape vision to be realised.
- 8.51 As such, with regard to the Primary Street element of this application, the proposed landscaping is considered to be acceptable and will enhance and provide a welcome setting to this fundamental piece of infrastructure.

Ridge and Furrow Field

- 8.52 There are some minimal works to the Ridge and Furrow field which is situated to the east of the Madingley Road approach. These include additional native hedgerow species which will be incorporated into the existing hedgerows in order to disguise the required new fencing and to provide additional screening to the boundary of the fields along the western boundary of the field which backs onto residential properties on Lansdowne Road and the eastern boundary, which runs parallel to the primary street. No other works are proposed to this land of distinctive character.

Green Corridor 9 Landscaping

- 8.53 The proposals include the delivery of Green Corridor 9, which is located to the north of Park and Ride site and runs southeast – southwest, linking up to the area of the site known as the Western Edge, providing a key piece of strategic landscaping and surface water drainage features.
- 8.54 This area features a 7 m wide swale which has 1:3 gradient slopes that will be planted with native grasses and will be responsible for carrying water from the development to the Western Edge site. To the north of this is a 3

m wide path, this winds through the corridor and provides both a pedestrian and cycle link in landscaped surroundings.

- 8.55 To the south is an important existing hedgerow that will be retained with a new pond created to the west, adjacent to the primary street, which will contribute to providing an enhanced ecological corridor. This new feature will be set alongside an orchard, which will provide an attractive landscaped edge to the east side of the primary street, as it approaches the first junction in the development. To the north east of this Green Corridor is a low level street, which provides access to the future allotments and playing fields to the south as well as an adventure play area for children, whose final finishes will be addressed through the Western Edge reserved matters application currently under consideration by the local planning authorities.
- 8.56 The landscaping proposals for the those areas identified above are considered to be appropriate and will bring forward proposals that are fitting for the wider development and will enhance existing landscaping features appropriately. The Green Corridor will be managed by the applicant and as highlighted, discussions have been undertaken with the County Council regarding tree species choice to ensure that these are maintainable within the County Council's constraints. For these reasons the proposed development is considered to be acceptable and is in accordance with policy NW2 of the NWCAAP (2009) and the approved parameter plans and Design Code.

Ecology

- 8.57 As part of the application, a biodiversity survey and assessment was also submitted. The principles of this biodiversity survey are broadly in line with those established within the North West Cambridge Biodiversity Strategy (2012) that was approved as part of the outline application.

Primary Street

- 8.58 As part of this assessment, mitigation measures have been incorporated to protect species from the proposed development. Along the primary road these include the road gullies being offset from the kerb in key locations as a newt protection measure and the inclusion of dropped kerbs along the road have been provided to allow easy access across the road for amphibians.
- 8.59 Officers consider that these measures are in line with those identified within the site wide strategy and that these proposed mitigation measures will provide real value to the wildlife on site and should encourage new wildlife and enhance biodiversity to the application site and surrounding area.
- 8.60 Incorporated into the design of the primary street is a newt tunnel, which runs from the park and ride pond to the Ridge and Furrow field on the east. The Nature Conservation Projects Officer initially raised some

concern about the location of this tunnel as it funnelled the newts into an area in the Ridge and Furrow field, which was likely to be trampled by cattle and tractors.

- 8.61 Following additional clarification of this, the Project Ecologist, has provided information and drawings which demonstrate that the newts leaving the tunnel will be funnelled away from the gateway between the 2 Ridge and Furrow fields using ledges which are attached to the wing walls. Using these ledges the newts will be guided to a strip of planting designed to strengthen the hedgerow between the Ridge and Furrow field allowing them to then find the most appropriate route from there.
- 8.62 Relating to the wider application site, in locations where there are infrastructure works occurring, the second stage channel adjacent to the Washpit Brook has been designed to provide a habitat of particular value for water voles with a ponded area for great crested newts and that the green corridor to north of the park and ride site is being designed to encourage the great crested newts to colonise new habitat within the western edge.
- 8.63 The Nature Conservation Projects Officer considers that this approach is acceptable and that the proposed mitigation measures that have been incorporated are in accordance with the site wide biodiversity strategy. It is considered that the proposal is compliant with the NWCAAP (2009) policy NW2.

Street Drainage

- 8.64 Condition 27 of the outline consents require any reserved matters application to come forward with a detailed surface water drainage strategy, that shows how the detailed drainage for the proposal fits into the wider approved strategy.
- 8.65 The surface water features relating to the primary street comprise of swales that are located either to the south or west side of the street. These swales will convey highway runoff from the road gullies before discharging the water to the detention basins in the Western Edge, via the wider drainage network. The principle of controlling the velocity of the swales is through gradients that have been kept relatively shallow in combination with careful selection of ground cover and diameter of pipework. Technical officers have requested that a condition (5) is imposed to provide final details of this along with erosion protection and lining measures if necessary. These will all assist in the function of these important surface water features. These design features are in accordance with the Design Code and site wide Surface Water Drainage Strategy.
- 8.66 There are some final details that remain outstanding that will require the submission of information relating to the physical details of the headwalls, dams and culverts are sought through the imposition of an appropriate condition. The landscaping officer has also requested that details of any bridges and balustrades are conditioned appropriately.

- 8.67 It is considered that with the imposition of the suggested conditions the proposal is compliant with the NWCAAP (2009) policy NW25.

Phase 1 Utilities

Utilities

- 8.68 This element of the proposed development essentially seeks to facilitate the installation of service utilities and drainage pipework as part of the Phase 1 construction.
- 8.69 These include statutory utilities including power, gas, potable water and telecoms. There will also be provision for connections to the University's fibre optic network, broadband, digital television, non-potable water and the district heating network. In order to future proof the development, there are spare ducts to be provided which could be used for future technologies, communications to the underground bins or CCTV.
- 8.70 Normally, as part of granting planning permission, making the connections to existing utilities and services is included within the approval. However, in this instance, an extensive network of cabling and pipework needs to be laid across Phase 1, in order to enable the occupation of the development. In order for this to be achieved, duct runs are to be laid to the boundaries of the plots adjoining the highway.
- 8.71 Where this creates utilities corridors, such as along Bus Gate Street and other minor streets, the proposal is to engineer the road base into its final form in these locations. In principle, officers are supportive of this proposal, but to proceed with the works would be at the applicants discretion, given that the finished surfaces of the streets will come forward in subsequent reserved matters applications and if there is a requirement for changes to be made, then officers will require these in order for the future development to not be prejudiced.
- 8.72 A non-potable water treatment plant is proposed in the Western Edge reserved matters application currently under consideration. As part of this application, the concrete base slab which measures 18 m by 10 m is proposed with the remainder of the facility being brought forward through the detailed reserved matters application for the Western Edge. Given the advanced nature of the design for this plant, officers are comfortable with this base slab in the proposed location. With regard to other concrete base slabs which were included within the application for electrical substations and foul pumping station, these have been withdrawn from the application, given that discussions with the local authorities are not advanced enough to be certain that the slabs are sized correctly.

Western Edge

- 8.73 The application also proposes to construct the formation of the bunds on the Western Edge site using the soil arisings from the construction of the

primary street and excavation throughout phase 1 for installation of utilities, which is in order to comply with the Sustainability Strategy, as approved under the outline consent. The proposals are for the Western Edge to be engineered within the envelope of the landscape design, which was approved as part of the outline consent and an appropriate area left for the topsoiling and landscaping. The landscaping or 'finishing' of the Western Edge has been applied for through the recently submitted reserved matters application (S/2533/13/RM).

- 8.74 In conjunction with building the bunds, the proposal incorporates the excavation of the surface water lagoon, in the south of the Western Edge to its full depth with a control structure established through the bund to the Washpit Brook, in accordance with the Washpit Brook Flood Reduction Scheme approved under condition 28. The principle of the control structure is supported by technical officers, although the specific details of it have been request through the imposition of a condition.
- 8.75 The detailed surface water strategy initially raised objection from technical officers at the local authorities, the Environmental Agency, and some residents based on the assumed construction phasing which initially identified the strategic work required to the Washpit Brook to ensure that there is no increase of volume entering the Brook would be completed prior to occupation of the buildings. This has been amended via an updated strategy which now states that the construction of the Washpit Brook alleviation channel (including the flow control device) and the main Phase 1 surface water drainage network and retention lagoon will take place as part of the first works at the development to ensure that pollution control protection and attenuation provision is in place for the Phase 1 development.
- 8.76 The detailed surface water drainage strategy will ensure that the impact of the development downstream is consistent with that which exists under current greenfield conditions. In addition, through condition 28 of the outline planning consent, the applicant has committed to improving the site discharge beyond that greenfield run off rate by proposing works through the Washpit Brook Flood Reduction Scheme which will actually reduce peak flow from the site, an improvement of around 26% for a 1 in 20 year event.
- 8.77 Furthermore, modifications are proposed to the Washpit Brook in places in order to allow the creation of a second stage channel, to provide additional flood water storage.
- 8.78 While the principle of using the arisings from the phase 1 infrastructure are supported, the detail of how this will be achieved without detriment to the surface water drainage strategy and final landscape are absent from the application. For this reason, a condition is recommended that requires these details prior to the commencement of development.

Foul drainage

- 8.79 Within the application, connection points and demarcation chambers are to be provided for future plots or phases of development, which will then connect into the strategic foul drainage network, via an adopted rising main as set out in the site wide strategy (condition 30 of the outline consent).

Noise and Contamination

- 8.80 The proposed development will be in accordance with the site-wide Construction Environment Management Plan (CEMP) as approved through condition 52 of the outline permissions. In addition to this, prior to the commencement of development, two further conditions require the submission of information, these relate to lighting and the site specific contractors construction method statement. The view of officers is that through the discharge of these two strategies there is the mechanism to ensure that the construction of the primary street will not adversely harm the amenity of existing residents and commercial businesses near to the site.
- 8.81 With reference to contaminated land, intrusive investigations have been undertaken across the Phase I Development and recorded the absence of significant contamination. As such, the only remaining information that is required are details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.
- 8.82 It is considered that the proposal is compliant with the NWCAAP (2009) policies NW2 and NW28.

Amenity of Future Residents of the Site

- 8.83 With regard to future residents of the site, condition 50 of the outline application requires each residential development to submit a noise assessment, which details noise mitigation measures that may be required. The noise assessed for these future properties includes the vehicle noise that will be generated by the primary street. Obviously through the design of the street, 'events' have been incorporated which minimise vehicle speeds, but there will be noise generated and for this reason this will be assessed on a Lot by Lot basis.
- 8.84 It is considered that the proposal is compliant with the NWCAAP (2009) policy NW2.

Car and Cycle Parking

- 8.85 The primary street provides for a level of on street car parking which is for the use of visitors to the development who are visiting residents.
- 8.86 The design of the primary street includes provision for 29 on street parallel car parking spaces as part of the overall visitor parking provision for phase 1. These spaces shall be either delivered on street (as proposed within

this application) or within residential parking courts, for example those located to the north of Lot 3.

- 8.87 The visitor spaces will be the subject of pay and display restrictions for a maximum of two hours and will be enforced by the County Council as this street will be offered for adoption. Furthermore, there are 4 of the 5 car club spaces that will be delivered in phase 1.
- 8.88 The car parking spaces are generously sized as they are parallel spaces. The individual parking spaces themselves are 2.5 m wide, but including the recess of the parking bay, they are 2.9 m which allows for a driver/passenger to open their door without interfering with the carriage way. In addition to this, the lengths of the parking bays are 6 m and therefore, the parallel parking bays can be used for the purposes of disabled parking. There are a further 3 designated disabled spaces located on the access road to the Green Corridor, primarily for the purposes of visiting the open spaces. The dimensions of the proposed car parking spaces are in accordance with the Design Code, in that there should be no more than 3 parking spaces per bay and that these are recessed from the carriageway for a visibility splay set-back with a chamfer to either side.
- 8.89 Cycle parking is located adjacent to the primary street at key entrances to parkland. These are in two locations, the junction of Green Corridor 1 and the junction of the Ridgeway and Veteran Oak Gardens. It is proposed that there will be 7 Sheffield stands in each location, providing 14 spaces, which is considered acceptable. The location of these stands relate to the nearby uses, such as the open spaces and by locating them off of the primary street, it ensures that no obstruction to the shared path can occur. If visiting the local centre for example, then appropriately placed cycle parking will be provided for in those locations.
- 8.90 It is considered that the proposal is compliant with the NWCAAP (2009) policy NW17.

Waste

- 8.91 As part of the primary street design, bin laybys are integrated into the function of this road. As part of this application, the installation of the underground bin bunkers are sought as part of the phase 1 infrastructure along the primary street as well as the surface finishes of the bin laybys.
- 8.92 The bin laybys are sized to accommodate the largest type of refuse vehicle and is 3.4 m in width to allow for an arm to be lowered for vehicle stability when emptying the bins. The proposed surface of these laybys are surfaced using the reconstituted stone paviour in a herringbone pattern which will provide the structure needed to support the weight of the refuse vehicle. A smaller alternative pattern of paviour will be used around the bin hoppers to demarcate the bin layby appropriately.

- 8.93 As part of the application, tracking diagrams have also been submitted, which demonstrate that the largest vehicle would be able to use the primary street, without causing an obstruction.
- 8.94 It is considered that the proposal is compliant with the NWCAAP (2009) policy NW2.

Third Party Representations

- 8.95 The majority of comments made by representations have been addressed through the above report.
- 8.96 The outstanding representation has identified that none of the drainage documents refer to the potential impact of the rebuilding of the Girton Interchange when the future re-development of the A14 takes place as this could affect the culverts on the existing site. While this is an important development, if the improvements to the interchange do go ahead, then consideration of it on the drainage network will be considered at that time. It is not for this application to consider other proposed developments that are located outside of the applicants control, as the A14 proposals are.

9.0 CONCLUSION

- 9.1 The proposal has been developed in line with approved parameter plans and site wide strategic strategies, and has evolved further through detailed discussions with officers at the local authorities. The design of scheme is well considered and responds well to the site constraints and neighbouring proposals, and follows through on the exemplar approach to sustainability set out within the outline consent. The proposal complies with the adopted NWCAAP and is therefore recommended for approval.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. Prior to the commencement of works, a Phasing Plan shall be submitted to and approved by the local planning authority in writing. Unless otherwise agreed in writing by the local planning authority, the works shall be carried out in accordance with the approved phasing plan.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that major infrastructure provision is provided in time to cater for the needs and impacts arising out of the development. North West Cambridge Area Action Plan Policies NW1, NW2 and NW30.

2. Prior to any works commencing within a phase as agreed under condition 1, samples of the materials to be used in the construction of the external surfaces of that phase which include, kerbs, footways, cycleways, carriageway, raised tables, bin laybys and on-street car parking bays shall

be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (NWCAAP policy NW2)

3. Notwithstanding the approved plans listed below, all of the concrete slabs associated with the construction of proposed utility structures, except for the non-potable water slab identified on Plan No. NWC1-URS-ON-051-XX-DRG-CE-8007 PA2 do not form part of this Reserved Matters permission.

NWC1-AEC-LA-SWC-XX-DRG-LD-4202 P02
NWC1-AEC-LA-SWC-XX-DRG-LD-4208 P02
NWC1-AEC-LA-SWD-XX-DRG-LD-4502 P02
NWC1-AEC-LA-SWD-XX-DRG-LD-4508 P02
NWC1-URS-ON-070-XX-DRG-CE-8028 PA1
NWC1-URS-ON-070-XX-DRG-CE-8032 PA1

Reason: There is insufficient design information for these elements to be fully assessed and therefore the location of these slabs is premature and may prejudice future development of the site. (NWCAAP policy NW2).

4. The development hereby approved shall be constructed in accordance with the surface water drainage strategy document titled "North West Cambridge – Primary Street and Infrastructure Reserved Matters Application Surface Water Drainage Strategy dated November 2013 (Ref: NWC1-URS-ON-LTW-XX-RPT- CE-0003 PA2).

Reason: To ensure the development does not increase the risk of flood downstream. (NWCAAP Policy NW25)

5. Prior to any works commencing within a phase as agreed under condition 1, detailed drawings need to be submitted which supply details relating to the following for each phase. Development shall be carried out in accordance with the approved details.
 - i) All culverts; dams; headwalls; inlets and outlets
 - ii) Confirmation of the use of linings within the swales;
 - iii) The control structure on the Washpit Brook.
 - iv) The means for controlling the velocity within the swales and the erosion protection measures for the swales.

Reason: To ensure the development does not increase the risk of flood downstream and that the visible features are appropriate. (NWCAAP Policies NW2 and NW25)

6. Prior to the construction of the newt crossing, drawings at a resolution of 1:50 shall be submitted to and approved by the local planning authority to provide detail of how the proposed newt crossing beneath the primary street will join together with the existing ditch and culvert. The approved details shall be implemented upon construction of the newt crossing and

shall be retained unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the development does not increase the risk of flood downstream and that the visible features are appropriate. (NWCAAP Policies NW2 and NW25)

7. Prior to commencement of the first phase of development as identified within condition 1, a Western Edge Earthworks Statement shall be submitted to and approved by the local planning authority. This statement shall include the following;
 - i) The means of constructing the bunds and management of the subsoils to avoid compaction;
 - ii) The means of managing the topsoil in order to ensure its future use is not compromised;
 - iii) A phasing programme of construction which should include the provision for a temporary landscape treatment, should there be a delay in the construction of the finished landscape.

In order to support the assessment of the above information, the following details shall be included;

- iv) A larger scale plan with dimensions and sizes of all of the features, including the two stage channel, bund and lagoon
- v) Levels at no more than 20m centres and at significant changes of level
- vi) Cross sections at 20m intervals
- vii) Full details of the physical appearance of all structures such as culverts and flow control structures
- viii) Details of any lining of any features

Plans shall be supplied showing how the approved scheme is compatible to any approved landscape works in the Western Edge that are subject to a separate planning approval.

Development shall be carried out in accordance with the approved drawings.

Reason: To ensure that the development supports the agreed surface water drainage strategy, potable water strategy and Washpit Brook Flood Reduction Scheme and does not increase the risk of flood downstream. (NWCAAP Policies NW2 and NW25)

8. Prior to the construction of any tree pits adjacent to the primary street, full details shall be submitted to and approved in writing by the local planning authority, demonstrating that the vertical sides are appropriately constructed to support the substrate of the road construction. Development shall be carried out in accordance with the approved drawings.

Reason: That the tree pits are correctly constructed so that the carriageway does not sump or collapse and compromising the safety of the street for future users. (NWCAAP policy NW2)

9. The development, hereby permitted, shall be carried out in accordance with the following approved plans and documents:

SITE LOCATION PLANS

SITE LOCATION PLAN NWC1-AEC-ON-ZZZ-M2D-TP-0004 PA1

SITE LOCATION PLAN CAMBRIDGE CITY COUNCIL NWC1-AEC-ON-ZZZ-M2D-TP-0001 PA1

SITE LOCATION PLAN SOUTH CAMBRIDESHIRE DISTRICT COUNCIL NWC1-AEC-ON-ZZZ-M2D-TP-0005 PA1

PRIMARY STREET AND LANDSCAPING DRAWINGS

DRAWING INDEX NWC1-AEC-LA-XXX-XX-DRG-LD-4100 P02

REFERENCE SHEET KEY PLAN NWC1-AEC-LA-XXX-XX-DRG-LD-4101 P02

HARDWORKS MATERIALS SCHEDULE NWC1-AEC-LA-SWD-XX-DRG-LD-4200 P02

HARDWORKS PLAN 1 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4201 P02

HARDWORKS PLAN 2 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4202 P02

HARDWORKS PLAN 3 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4203 P02

HARDWORKS PLAN 4 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4204 P02

HARDWORKS PLAN 5 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4205 P02

HARDWORKS PLAN 6 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4206 P02

HARDWORKS PLAN 7 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4207 P02

HARDWORKS PLAN 8 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4208 P02

HARDWORKS PLAN 9 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4209 P02

HARDWORKS PLAN 10 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4210 P02

HARDWORKS PLAN 11 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4211 P02

HARDWORKS PLAN 12 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4212 P02

HARDWORKS PLAN 13 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4213 P02

SECTION KEY PLAN NWC1-AEC-LA-SWD-XX-DDE-LD-4300 P02

PRIMARY STREET DETAIL PLAN 1 NWC1-AEC-LA-SWD-XX-DDE-LD-4301 P02

PRIMARY STREET DETAIL PLAN 2 NWC1-AEC-LA-SWD-XX-DDE-LD-4302 P02

HUNTINGDON ENTRY ROAD SECTION 01 NWC1-AEC-LA-SWD-XX-DDE-LD-4303 P02

HUNTINGDON ENTRY ROAD SECTION 02 NWC1-AEC-LA-SWD-XX-DDE-LD-4304 P02

HUNTINGDON ENTRY ROAD SECTION 03 NWC1-AEC-LA-SWD-XX-DDE-LD-4305 P02

PRIMARY STREET SECTION 04 NWC1-AEC-LA-SWD-XX-DDE-LD-4306 P02

PRIMARY STREET SECTION 05 NWC1-AEC-LA-SWD-XX-DDE-LD-4307 P02

PRIMARY STREET SECTION 06 NWC1-AEC-LA-SWD-XX-DDE-LD-4308 P02

PRIMARY STREET SECTION 07 NWC1-AEC-LA-SWD-XX-DDE-LD-4309 P02

MADINGLEY ENTRY ROAD SECTION 10 NWC1-AEC-LA-SWD-XX-DDE-LD-4310 P02

MADINGLEY ENTRY ROAD SECTION 11 NWC1-AEC-LA-SWD-XX-DDE-LD-4311 P02

GREEN CORRIDOR 9 DETAIL PLAN NWC1-AEC-LA-SWD-XX-DDE-LD-4312 P02

GREEN CORRIDOR 9 SECTION 14 NWC1-AEC-LA-SWD-XX-DDE-LD-4313 P02

GREEN CORRIDOR 9 SECTION 15 NWC1-AEC-LA-SWD-XX-DDE-LD-4314 P02

RETENTION POND SECTION 29 NWC1-AEC-LA-SWD-XX-DDE-LD-4315 P02

VETERAN OAK GARDEN SECTION 38 NWC1-AEC-LA-SWD-XX-DDE-LD-4316 P02

SECTIONS 39, 40 AND 41 NWC1-AEC-LA-SWD-XX-DDE-LD-4317 P02

FURNITURE AND BOLLARDS NWC1-AEC-LA-SWD-XX-DDE-LD-4318 P02

FENCING NWC1-AEC-LA-SWD-XX-DDE-LD-4319 P02

SWALE END DETAILS NWC1-AEC-LA-SWD-XX-DDE-LD-4320 P02

SWALE WALL DETAILS NWC1-AEC-LA-SWD-XX-DDE-LD-4321 P02

PAVING PATTERN DETAILS NWC1-AEC-LA-SWD-XX-DDE-LD-4322 P02

PLANTING SCHEDULE - 1 OF 4 NWC1-AEC-LA-XXX-XX-DDE-LD-4401 P02

PLANTING SCHEDULE - 2 OF 4 NWC1-AEC-LA-XXX-XX-DDE-LD-4402 P02

PLANTING SCHEDULE - 3 OF 4 NWC1-AEC-LA-XXX-XX-DDE-LD-4403 P02
PLANTING SCHEDULE - 4 OF 4 NWC1-AEC-LA-XXX-XX-DDE-LD-4404 P02
SOFTWORKS PLAN 1 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4501 P02
SOFTWORKS PLAN 2 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4502 P02
SOFTWORKS PLAN 3 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4503 P02
SOFTWORKS PLAN 4 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4504 P02
SOFTWORKS PLAN 5 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4505 P02
SOFTWORKS PLAN 6 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4506 P02
SOFTWORKS PLAN 7 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4507 P02
SOFTWORKS PLAN 8 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4508 P02
SOFTWORKS PLAN 9 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4509 P02
SOFTWORKS PLAN 10 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4510 P02
SOFTWORKS PLAN 11 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4511 P02
SOFTWORKS PLAN 12 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4512 P02
SOFTWORKS PLAN 13 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4513 P02

INFRASTRUCTURE DRAWINGS

LONG SECTIONS

LONG SECTION SHEET 1 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8020 PA1
LONG SECTION SHEET 2 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8021 PA1
LONG SECTIONS SHEET 3 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8022 PA1
LONG SECTIONS SHEET 4 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8023 PA1
LONG SECTIONS SHEET 5 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8024 PA1
LONG SECTIONS SHEET 6 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8025 PA1
LONG SECTIONS SHEET 7 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8026 PA1
LONG SECTIONS SHEET 8 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8027 PA1
LONG SECTIONS SHEET 9 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8028 PA1
LONG SECTIONS SHEET 10 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8029 PA1
LONG SECTIONS SHEET 11 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8030 PA1
LONG SECTIONS SHEET 12 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8031 PA1
LONG SECTIONS SHEET 13 OF 13 NWC1-URS-ON-070-XX-DRG-CE-8032 PA1

CONTOURS

CONTOURS AREA 1 NWC1-URS-ON-070-XX-DRG-CE-8001 PA1
CONTOURS AREA 2 NWC1-URS-ON-070-XX-DRG-CE-8002 PA1
CONTOURS AREA 3 NWC1-URS-ON-070-XX-DRG-CE-8003 PA1
CONTOURS AREA 4 NWC1-URS-ON-070-XX-DRG-CE-8004 PA1
CONTOURS AREA 5 NWC1-URS-ON-070-XX-DRG-CE-8005 PA2
CONTOURS AREA 8 NWC1-URS-ON-070-XX-DRG-CE-8006 PA1
CONTOURS AREA 10 NWC1-URS-ON-070-XX-DRG-CE-8007 PA2
CONTOURS AREA 11 NWC1-URS-ON-070-XX-DRG-CE-8008 PA1
CONTOURS AREA 12 NWC1-URS-ON-070-XX-DRG-CE-8009 PA1
CONTOURS AREA 13 NWC1-URS-ON-070-XX-DRG-CE-8010 PA1
CONTOURS AREA 14 NWC1-URS-ON-070-XX-DRG-CE-8011 PA1

TYPICAL SECTIONS AND DRAWINGS

TYPICAL CROSS SECTIONS AND DETAILS SHEET 1 OF 3 NWC1-URS-ON-070-XX-DRG-CE-8050 PA1
TYPICAL CROSS SECTIONS AND DETAILS SHEET 2 OF 3 NWC1-URS-ON-070-XX-DRG-CE-8051 PA1
TYPICAL CROSS SECTIONS AND DETAILS SHEET 3 OF 3 NWC1-URS-ON-070-XX-DRG-CE-8052 PA2

SURFACE WATER NETWORKS

SURFACE WATER NETWORK AREA 1 NWC1-URS-ON-050-XX-DRG-CE-8001 PA2

SURFACE WATER NETWORK AREA 2 NWC1-URS-ON-050-XX-DRG-CE-8002 PA2
SURFACE WATER NETWORK AREA 3 NWC1-URS-ON-050-XX-DRG-CE-8003 PA2
SURFACE WATER NETWORK AREA 4 NWC1-URS-ON-050-XX-DRG-CE-8004 PA2
SURFACE WATER NETWORK AREA 5 NWC1-URS-ON-050-XX-DRG-CE-8005 PA2
SURFACE WATER NETWORK AREA 6 NWC1-URS-ON-050-XX-DRG-CE-8006 PA2
SURFACE WATER NETWORK AREA 7 NWC1-URS-ON-050-XX-DRG-CE-8007 PA2
SURFACE WATER NETWORK AREA 8 NWC1-URS-ON-050-XX-DRG-CE-8008 PA2
SURFACE WATER NETWORK AREA 9 NWC1-URS-ON-050-XX-DRG-CE-8009 PA2
SURFACE WATER NETWORK AREA 10 NWC1-URS-ON-050-XX-DRG-CE-80010 PA2
SURFACE WATER NETWORK AREA 11 NWC1-URS-ON-050-XX-DRG-CE-80011 PA2
SURFACE WATER NETWORK AREA 12 NWC1-URS-ON-050-XX-DRG-CE-80012 PA2
SURFACE WATER NETWORK AREA 13 NWC1-URS-ON-050-XX-DRG-CE-80013 PA2
SURFACE WATER NETWORK AREA 14 NWC1-URS-ON-050-XX-DRG-CE-80014 PA2
SURFACE WATER NETWORK AREA 15 NWC1-URS-ON-050-XX-DRG-CE-80015 PA2
SURFACE WATER NETWORK AREA 16 NWC1-URS-ON-050-XX-DRG-CE-80016 PA2

WASHPIT BROOK

WASHPIT BROOK GENERAL ARRANGEMENT NWC1-URS-ON-050-XX-DRG-CE-8022 PA2
WASHPIT BROOK CROSS SECTIONS NWC1-URS-ON-050-XX-DRG-CE-8023 PA1

DRAINAGE DETAILS

DRAINAGE CONSTRUCTION DETAILS SHEET 1 OF 3 NWC1-URS-ON-050-XX-DDE-CE-0001 PA1
DRAINAGE CONSTRUCTION DETAILS SHEET 2 OF 3 NWC1-URS-ON-050-XX-DDE-CE-0002 PA1
DRAINAGE CONSTRUCTION DETAILS SHEET 3 OF 3 NWC1-URS-ON-050-XX-DDE-CE-0003 PA1
TYPICAL DETAILS HEADWALLS NWC1-URS-ON-050-XX-DRG-CE-8020 PA1
TYPICAL DETAILS HYDROBRAKE MANHOLE NWC1-URS-ON-050-XX-DRG-CE-8021 PA1
MADINGLEY ROAD LINK NEWT TUNNEL DETAILS SHEET 1 OF 2 NWC1-URS-ON-050-XX-DRG-CE-8025 PA2
MADINGLEY ROAD LINK NEWT TUNNEL DETAILS SHEET 2 OF 2 NWC1-URS-ON-050-XX-DRG-CE-8026 PA1

BIN LAYBY TRACKING

BIN LAY-BY VEHICLE TRACKING AREA 2 NWC1-URS-ON-010-XX-DRG-CE-8001 PA1
BIN LAY-BY VEHICLE TRACKING AREA 3 NWC1-URS-ON-010-XX-DRG-CE-8002 PA1
BIN LAY-BY VEHICLE TRACKING AREA 4 NWC1-URS-ON-010-XX-DRG-CE-8003 PA1
BIN LAY-BY VEHICLE TRACKING AREA 5 NWC1-URS-ON-010-XX-DRG-CE-8004 PA1
BIN LAY-BY VEHICLE TRACKING AREA 7 NWC1-URS-ON-010-XX-DRG-CE-8005 PA1
BIN LAY-BY VEHICLE TRACKING AREA 8 NWC1-URS-ON-010-XX-DRG-CE-8006 PA1
BIN LAY-BY VEHICLE TRACKING AREA 9 NWC1-URS-ON-010-XX-DRG-CE-8007 PA1
BIN LAY-BY VEHICLE TRACKING AREA 11 NWC1-URS-ON-010-XX-DRG-CE-8008 PA1
BIN LAY-BY VEHICLE TRACKING AREA 12 NWC1-URS-ON-010-XX-DRG-CE-8009 PA1

UTILITIES

TREE/UTILITIES COORDINATION AREA 01 NWC1-URS-ON-00-XX-DWG-CE-8001 PA1
TREE/UTILITIES COORDINATION AREA 02 NWC1-URS-ON-00-XX-DWG-CE-8002 PA1
TREE/UTILITIES COORDINATION AREA 03 NWC1-URS-ON-00-XX-DWG-CE-8003 PA1
TREE/UTILITIES COORDINATION AREA 04 NWC1-URS-ON-00-XX-DWG-CE-8004 PA1
TREE/UTILITIES COORDINATION AREA 05 NWC1-URS-ON-00-XX-DWG-CE-8005 PA1
TREE/UTILITIES COORDINATION AREA 06 NWC1-URS-ON-00-XX-DWG-CE-8006 PA1
TREE/UTILITIES COORDINATION AREA 07 NWC1-URS-ON-00-XX-DWG-CE-8007 PA1
TREE/UTILITIES COORDINATION AREA 08 NWC1-URS-ON-00-XX-DWG-CE-8008 PA1
TREE/UTILITIES COORDINATION AREA 09 NWC1-URS-ON-00-XX-DWG-CE-8009 PA1
TREE/UTILITIES COORDINATION AREA 10 NWC1-URS-ON-00-XX-DWG-CE-8010 PA1
TREE/UTILITIES COORDINATION AREA 11 NWC1-URS-ON-00-XX-DWG-CE-8011 PA1
TREE/UTILITIES COORDINATION AREA 12 NWC1-URS-ON-00-XX-DWG-CE-8012 PA1
TREE/UTILITIES COORDINATION AREA 13 NWC1-URS-ON-00-XX-DWG-CE-8013 PA1

DOCUMENTS

UTILITIES AND FOUL DRAINAGE STATEMENT – NWC1-URS-ON-LTW-XX-RPT-CE-0002 PA1
BIODIVERSITY SURVEY AND ASSESSMENT SEPTEMBER 2013

INFORMATIVES:

1. In discharging condition 2, information should be included that provides details of the materials proposed for restraining balustrades around headwalls, bridges across swales as well as the bonding between the reconstituted stone pavements type 2, which are located around the underground bin hoppers.
2. In discharging condition 7, this should refer to and be in accordance with the following Defra publication 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.'

Background Papers

- Application File 11/1114/OUT
- Application File S/1886/11/O
- JDCC Report of August 2012

Contact details

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The following pages include the following appendices

APPENDIX A - Plan of the 'Lots' within the Phase 1 masterplan

APPENDIX B - Plans and Computer Generated Images

APPENDIX C – Quality Panel Reports